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TWENTY-FIRST
ANNUAL REPORT

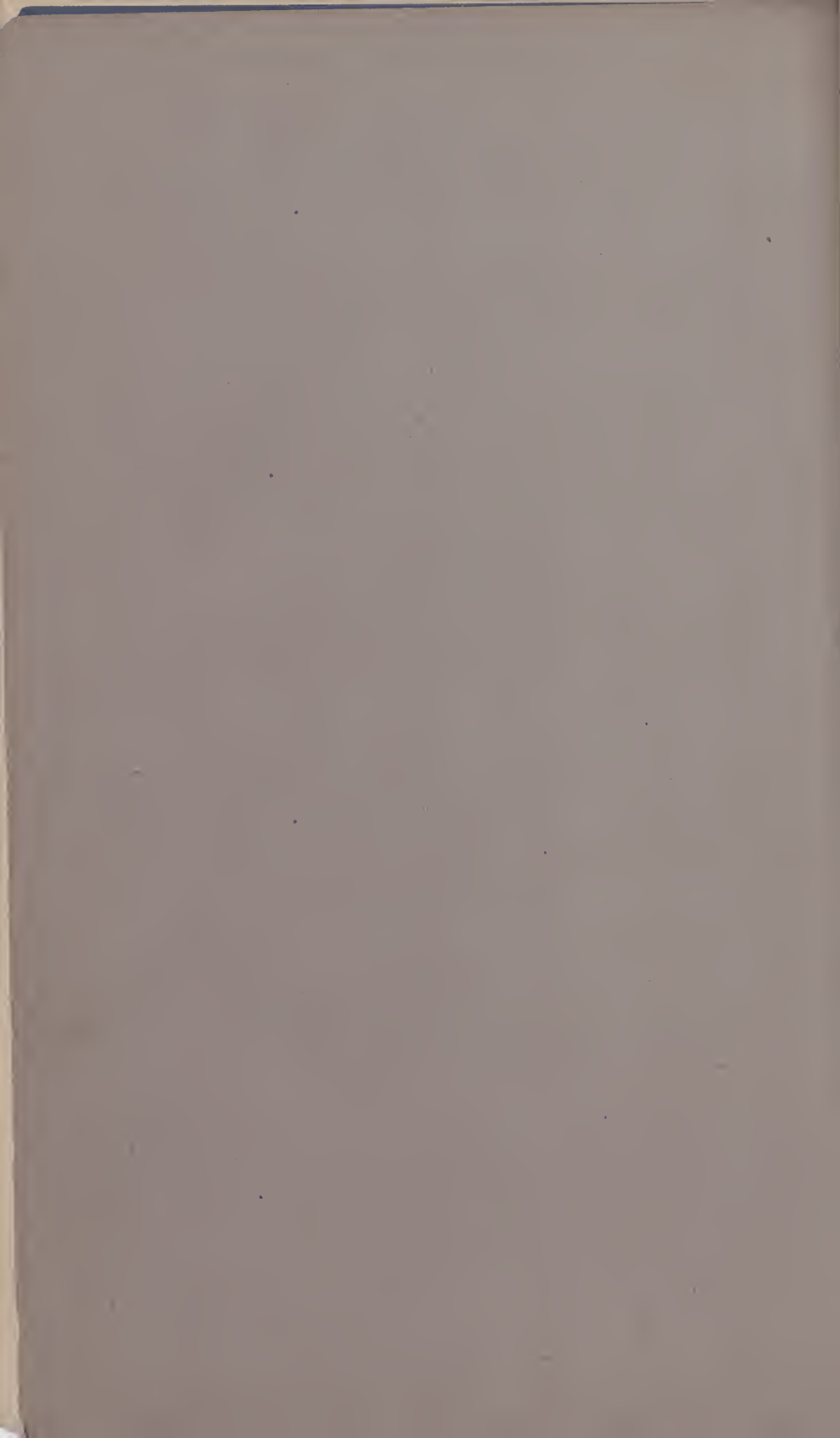
OF THE
BOARD OF DIRECTORS

OF THE
Lehigh Valley Railroad Company

TO THE
STOCKHOLDERS.

JANUARY 18th, 1876.

PHILADELPHIA:
WILLIAM F. MURPHY'S SONS, PRINTERS,
1876.



373

TWENTY-FIRST

ANNUAL REPORT

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OF THE

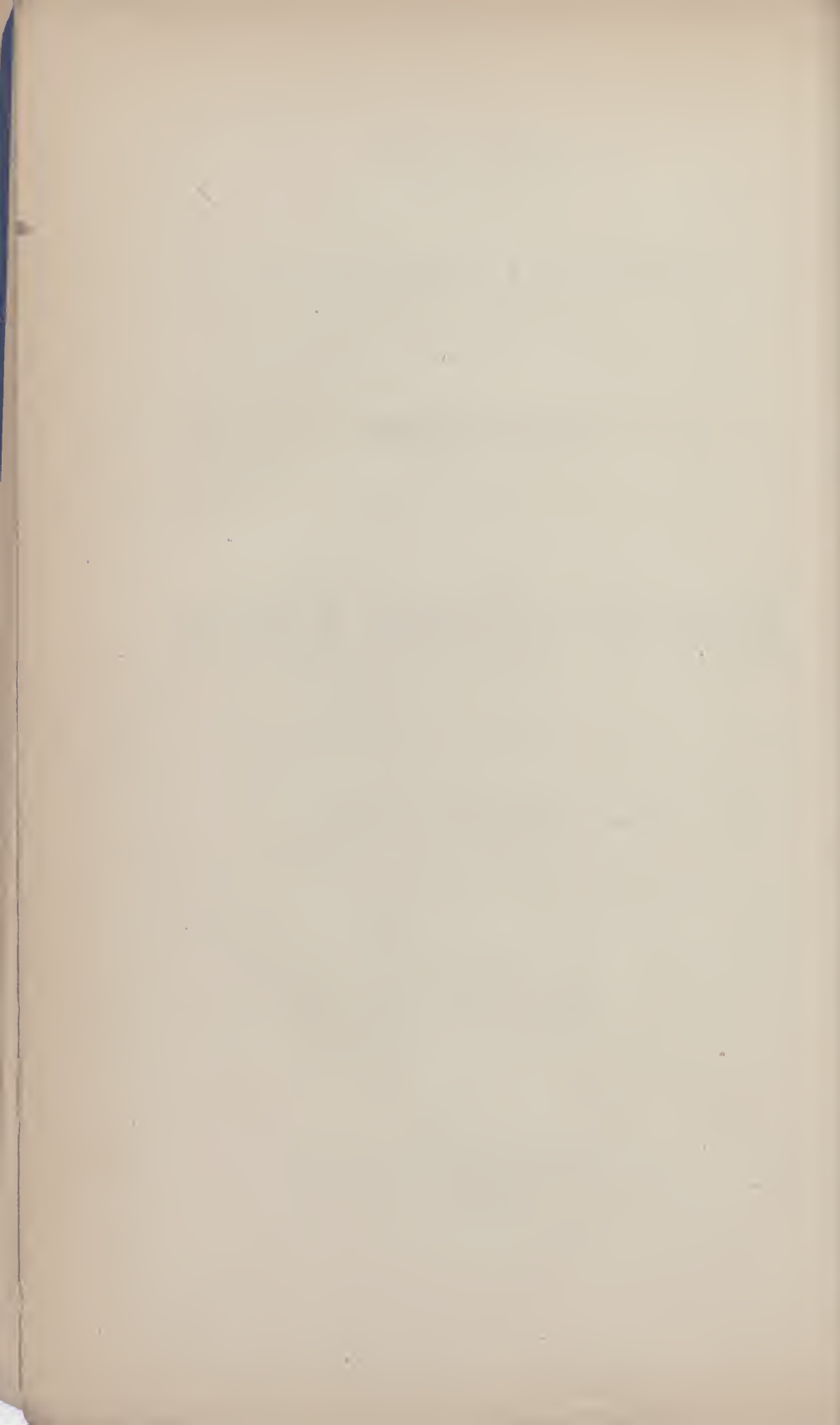
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OFFICERS
OF THE
LEHIGH VALLEY RAILROAD CO.
JANUARY 18th, 1876.

PRESIDENT,
ASA PACKER.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

TREASURER,
LLOYD CHAMBERLAIN.

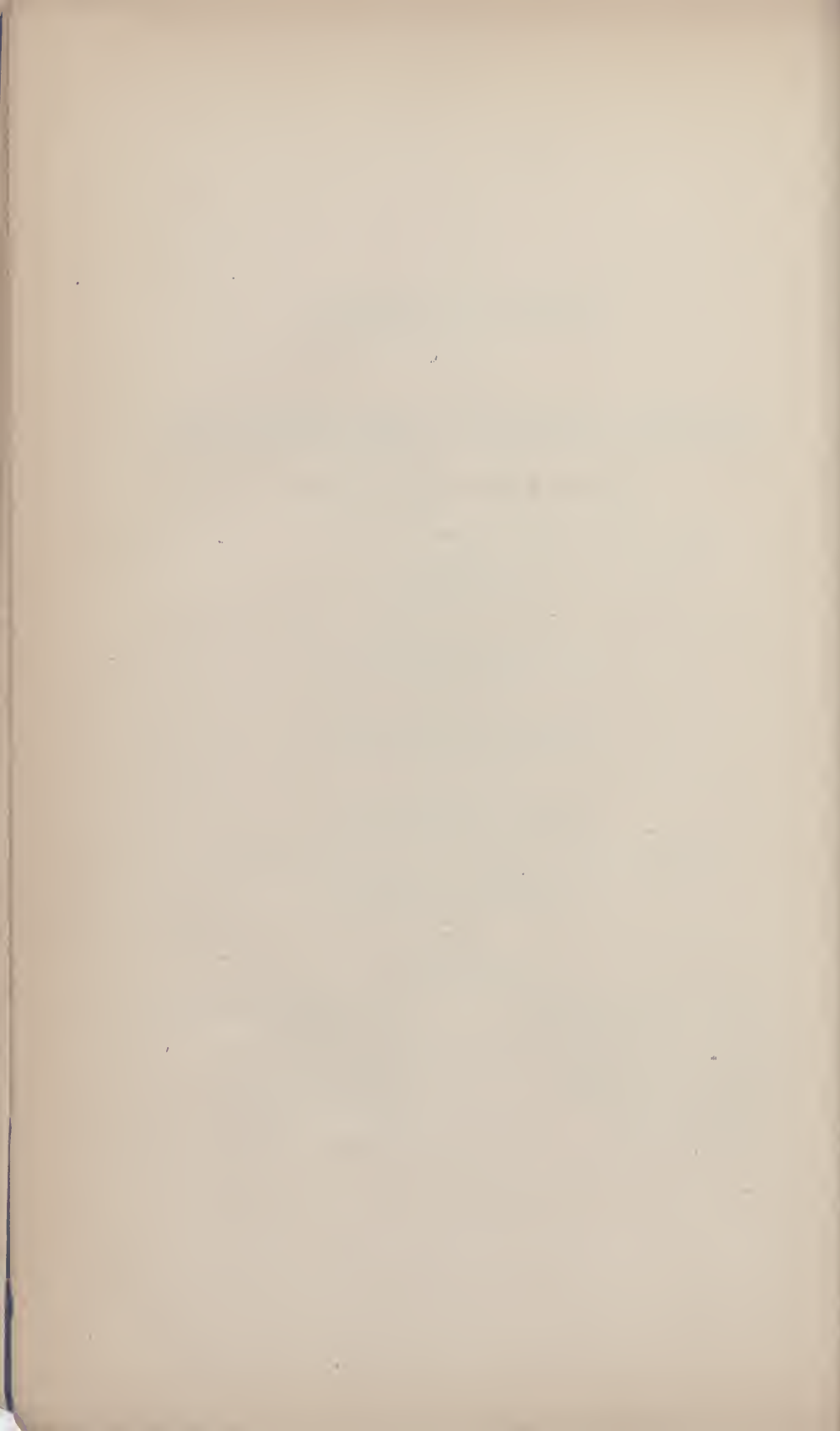
SECRETARY,
JOHN R. FANSHAW.

GENERAL SUPERINTENDENT AND CHIEF ENGINEER,
ROBERT H. SAYRE.

DIRECTORS,

CHARLES HARTSHORNE,
WILLIAM W. LONGSTRETH,
J. GILLINGHAM FELL,
WILLIAM H. GATZMER,
DAVID THOMAS,
ASHBEL WELCH,

WILLIAM L. CONYNGHAM,
ARIO PARDEE,
WILLIAM A. INGHAM,
JO EPH WHARTON,
GEORGE B. MARKLE,
ROBERT H. SAYRE.



ANNUAL REPORT

OF THE

LEHIGH VALLEY RAILROAD CO.

January 18th, 1876.

The almost universal suspension of labor in the coal regions tributary to our road, which began about January 1st and continued for more than six months, had the effect of reducing to a considerable extent the business for the past year. Of our total anthracite coal tonnage, 1,939,296 tons were carried during the last four months, showing a capacity for a yearly tonnage of nearly six million tons with our present equipment.

Our total anthracite coal tonnage for the past fiscal year was...3,277,527 tons.
That for 1874 was.....4,150,660 "

Being a decrease of..... 873,088 "

In addition we carried of bituminous coal 55,900 tons, and in 1874, 26,622 tons, being an increase of 29,278 tons.

Showing a total coal tonnage of 3,333,472 tons, and in 1874 4,177,282 tons, a net decrease of 843,810 tons.

The receipts from all sources (including interest from investments, net income from coal lands, &c.), amounted to.....\$7,318,067 68
Operating expenses of the road..... 3,262,861 97

Net income..... 4,055,205 71

While the gross income has fallen off \$18,899.42 from that for 1874, the operating expenses have been reduced \$208,556.44.

After charging all our expenses, interest on bonds, and dividends, the business of the year shows a loss of \$93,053.56, which has been taken from our reserve fund.

The usual quarterly dividends, amounting to ten per cent. per annum, have been paid on the preferred and common stocks.

At the close of our fiscal year (November 30th, 1875), our capital account was as follows:—

Preferred and Common stocks (including scrip instalments).....	\$27,092,297 50	
Six per cent. bonds (coupon and regist'd), due in 1898.....	\$5,000,000	
Seven per cent. registered bonds, due in 1910.....	6,000,000	
Consolidated mortgage bonds:		
Sterling.....	\$4,900,000	
Coupon	2,000,000	
Registered.....	3,913 000	
Annuity.....	316,000	
	<hr/>	
	\$11,129,000	
		<hr/>
		22,129,000 00
		<hr/>
		\$49,221,297 50

Floating debt, less cash on hand..... none.

It will be observed that a considerable increase has been made since last report in both our stock and bond accounts. This was done by the negotiation, on satisfactory terms, of bonds issued under our consolidated mortgage, and by the issue of additional stock pro rata among our stockholders at par, made in April last. The funds so provided have been applied to the completion of the Easton and Amboy Railroad, the purchase of securities of companies owned or controlled by us, including Morris Canal bonds due April 1st next; for additional equipment, &c., &c.

The first and second mortgage bonds of the Morris Canal and Banking Company, amounting to \$785,000, become due on April 1st next. As lessees of the works of that company they will be paid by us at maturity upon their presentation. In order to replace these securities in accordance with the terms contemplated by the lease, the Canal Company will create a

new mortgage for one million dollars to cover these bonds and also their boat loan.

In carrying out the terms of our consolidated mortgage, there have been two drawings in London of our sterling bonds. The first in September, 1874, for \$100,000, payable December 1st, 1874; and the second in September, 1875, for \$106,000, payable December 1st, 1875. The former have all been paid during the past year, and the latter as fast as presented.

The Easton and Amboy Railroad was opened for business about the first of July last as the New Jersey Division of our road. To the end of our fiscal year we had expended upon its construction, &c., \$8,499,867.34: The transportation receipts from that branch to the same period, being for about five months, amounted to nearly \$550,000.

On the 11th of October last, the Perkiomen Branch of the Reading Railroad, connecting with our road near Allentown, was opened, making a new outlet for Philadelphia business.

The Pennsylvania and New York Canal & Railroad Company, notwithstanding the prostration in the coal business with which it also had to contend, has been quite successful, and the result of its business for the year very satisfactory. For further details we refer to its report, which will be printed herewith.

No important change has been made since last report in our interest in coal lands. These investments have, of course, not been as remunerative as in a year when the business is more regular. There were mined during the year just closed, 1,536,314 $\frac{11}{16}$ tons of coal from lands owned or controlled by us.

There has been no change during the past year in the Board or general officers.

By order of the Board.

ASA PACKER,

President.



REPORT

OF THE

Superintendent and Engineer,

LEHIGH VALLEY RAILROAD CO.

BETHLEHEM, PA., *November 30, 1875.*

HON. ASA PACKER, *President,*

SIR—The following report of the operations of the road for the fiscal year, ending this date, is respectfully submitted.

The almost total suspension of mining operations in the Hazleton, Beaver Meadow, and Mahanoy regions, between January 1st and July 10th, and the partial suspension in Wyoming region for the same period, will explain our largely-reduced tonnage.

The total amount of anthracite coal transported over the main line and branches for the year was 3,277,571.12 tons, a decrease compared with last year of 873,087.18 tons, or 21.03 per cent. Of the whole amount 2,255,950.18 tons were transported between July 10th and the close of our fiscal year, or in four months and twenty days.

The coal was derived from the following sources:

Regions.	1874.	1875.	Increase.	Decrease.
Wyoming.....	1,046,967.05	1,018,786.12	.....	28,180.13
Hazleton.....	1,986,479.06	1,439,906.19	.....	546,572.07
Upper Lehigh.....	4,733.05	1,479.08	.....	3,253.17
Beaver Meadow.....	631,630.14	364,665.01	.....	266,965.13
Mahanoy.....	475,604.05	432,146.05	.....	43,458.00
Mauch Chunk.....	5,244.15	2,420.18	.....	2,823.17
North from Easton....	.....	18,166.09	18,166.09	.....
Totals.....	4,150,659.10	3,277,571.12	.....	873,087.18

and was delivered as follows :

To	1874.	1875.	Increase.	Decrease.
Penna. & N. Y. R. R.	569,718.06	485,818.03	.....	83,900.03
Northern Central Rr.	15,164.14	2,100.14	.....	13,064.00
Danville, Hazleton, & W. R. R.	53,553.13	39,146.19	.....	14,406.14
Phila. & Reading R.R.	890.00	520.00	.....	370.00
L. & S. Div. C. R. R. of N. J. at Packerton..	13,064.09	9,508.06	.....	3,556.03
L. & S. Div. C. R. R. of N. J. at Penn Haven for canal.....	225,650.00	149,907.05	.....	75,742.15
L. & S. Div. C. R. R. of N. J. at Penn Haven for rail.....	2,845.19	1,103.16	.....	1,742.03
Lehigh Canal at M. Chunk.....	95,664.12	69,916.19	.....	25,747.13
At Mauch Chunk.....	2,233.17	3,375.01	1,141.04	.....
On line of road above Mauch Chunk.....	15,472.13	12,535.04	.....	2,937.09
At & above M. Chunk for Co.'s use.....	66,019.07	64,118.19	.....	1,900.08
Catawissa Branch of P. & R. R. R.....	2,963.08	47.01	.....	2,916.07
Lacka. & Bloom. R.R.	70,782.02	21,673.02	.....	49,109.00
Local points east of Mauch Chunk.....	64,768.16	64,401.01	.....	367.15
East of Mauch Chunk for Co.'s use.....	50,079.07	58,389.15	8,310.08	.....
Furnaces & Mfg. Co.'s.	530,822.11	439,939.01	.....	90,883.10
Berks & Lehigh R.R.	3,624.06	1,754.10	.....	1,869.16
Catasauqua & F. R. R.	9,551.00	7,779.18	.....	1,771.02
East Penna. R. R.....	25,000.14	4,328.19	.....	20,671.15
North Penna. R. R....	293,445.14	256,702.09	.....	36,743.05
Morris Canal.....	165,277.07	142,524.08	.....	22,752.19
Morris & Essex R. R.	401,403.11	301,906.00	.....	99,497.11
Bel. Del. Div. P. R. R.	1,106,476.10	657,014.16	.....	449,461.14
Central R. R. of N. J.	358,633.12	78,151.06	.....	280,482.06
N. J. Div. L. V. R. R.	.....	397,371.05	397,371.05	.....
Ironton R. R.....	7,553.02	7,536.15	.....	16.07
Totals.....	4,150,659.10	3,277,571.12	.....	873,087.18

The decrease in tonnage east of Mauch Chunk is 598,836.07, or 19.85 per cent. The amount of coal delivered to furnaces and mills upon our line shows a falling off of over 90,000 tons from last year's delivery, and as compared with 1872, since which time the number of furnaces and rolling-mills has been

increased, the yearly consumption shows a reduction of 258,000 tons.

Tons of anthracite carried one mile :

Region.	1874.	1875.	Increase.	Decrease.
Wyoming	23,818,627.09	29,631,158.02	5,812,530.13	.....
Hazleton.....	44,941,842.13	33,264,884.08	.....	11,676,958.05
Beav'r Mead'w	13,677,147.11	7,959,556.11	.....	5,617,591.00
Mahanoy	17,469,834.19	15,645,645.18	.....	1,824,189.01
Total ab. M. Chunk.....	99,907,452.12	86,501,244.19	.....	13,406,207.13
Total bel. M. Ch'k from all reg'ns.	124,524,014.17	122,551,208.07	.....	1,972,806.10
Grand total..	224,431,467.09	209,052,453.26	.....	15,379,014.03

The number of tons carried one mile, including the tonnage of New Jersey Division, was 6.85 per cent. less than in 1874, and the rate per ton per mile received .09 cent less.

Of miscellaneous freight, there were transported 1,668,783.13 tons, equal to 58,912,500.12 tons carried one mile, a decrease of 8,385,547.08 mile tons, or 12.46 per cent. The decrease in receipts is \$165,361.17, or 13.05 per cent.

The total number of passengers transported was 1,068,664, a decrease from last year of 100,537; passengers carried one mile 17,416,448, a decrease as compared with 1874 of 44,384, or 0.25 per cent. The receipts from this source show a falling off of \$14,334.70, or 2.68 per cent.

The total road receipts and expenses for the year are shown below :

From transportation of	Gross Receipts.	Expenses.	Net Receipts.
Coal.....	\$4,425,009 86	\$2,038,178 55	\$2,386,831 31
Freight.....	1,101,356 47	826,606 46	274,750 01
Passengers, Express and Mail...	520,129 11	398,076 96	122,052 15
Total.....	6,046,495 44	3,262,861 97	2,783,633 47
1874.....	6,759,391 02	3,471,418 41	3,287,972 61
Decrease.....	712,895 58	208,556 44	504,339 14
Decrease.....	11.79	6.39	18.12

There are now in use on all divisions of the road :—

143.00 miles of single track, and

88.65 miles of double track, in addition to which there are

14.33 miles of second track laid, but used as sidings, and

128.89 miles of sidings, making the whole length of the track laid

463,52 miles.

There are also on the main line and branches 7.75 miles of grading complete and ready for the track, as follows:—

On Lehigh Division..... 0.63 miles.

On Wyoming Division..... 5.20 “

On Hazleton Division..... 1.72 “

On Beaver Meadow Division..... 0.20 “

Total..... 7.75 miles.

The following materials were used for repairs and construction:—

Division.	Steel Rails.	Iron Rails.	Switch Frames.	Frogs.	Cross Ties.	Splices.	Kegs of Spikes.
Lehigh.....	1,452	516	42	76	52,794	721	413
Wyoming.....	4,298	104	5	54	32,726	2,704	138
Hazleton.....	1,576	3,198	9	52	27,332	3,881	164½
Beaver Meadow.....	810	2 141	6	28	24,857	1,206	145
Mahanoy.....	.....	2,123	10	23	22,451	1,599	96
Total.....	8,136	8,082	72	238	160,160	10,111	956½
P. & N. Y. R. R.							
Wilkes Barre to Lackawanna Junction.....	1,962	209	6	8	11,889	76	43

RAILS.

We have relaid track with steel rails, and have now in use as follows:—

Miles of Steel Track	On last Report.	Relaid this Year.	Total now in use.
On Lehigh Division.....	52.35	4.12	56.47
On Wyoming Division.....	31.95	12.83	44.78
On Hazleton Division.....	5.42	4.44	9.86
On Beaver Meadow Division.....	14.87	2.23	17.10
On Mahanoy Division.....	.....	.....	.....
Total.....	104.59	23.62	128.21
P. & N. Y. R. R.			
Wilkes Barre to Lackawanna Junction	1.09	5.89	6.98

Our steel rails are wearing well generally, although a number have broken. As will be seen by the foregoing table, we have in use on main line between Wilkes Barre and Easton, and in Beaver Meadow and Hazleton Branches, 128.21 miles of track laid with steel. During the past year we have had 171 rails broken in track from various causes. The breakage of different makers varies widely, the highest being 33 rails in 5.16 miles of track; the lowest, 1 rail in 23.05 miles of track. I think 58 lbs. per yard rather light for our heavy track, and would recommend the substitution of 66 lb. rail, similar in section to that laid on the Easton & Amboy R. R. The rails now in use could be used in the light car track, which is now laid with iron. We would get a very much better track, and in my opinion save the interest on additional cost of rails, by lessening the expense of keeping up the track.

None of the steel rails in use have absolutely worn out, but those laid at Weatherly in 1864, and in curve at Mauch Chunk depot in the year following, have become so worn as to be unsafe in main track, and will be replaced.

Some idea of the relative service of iron and steel rails, may be gleaned from the following statement. In September, 1867, new iron rails were laid on Packerton scales. They had to be renewed in a little over a year, after having passed a tonnage of 2,263,675 tons; the second set of iron were renewed after a passage of 1,524,870 tons. Steel rails were then laid about the first of June, 1869, and remained until new scale was put in June, 1872, when the same rails were laid in the track just above the scale, but where all coal going on the scale would pass over them. Our agent report a tonnage of 24,298,568 tons over them, and that the rails are perfectly good at this time.

BRIDGES.

A new double-track iron bridge of three spans has been built at Black Creek Junction, and one of one span at Hazle Creek Bridge, both replacing timber bridges worn out.

A new double-track iron bridge of eight spans, to replace the wooden one across the Delaware, at Phillipsburg, thereby avoiding all risk of interruption by fire, has been completed and is now in use. With a view of improving our line, and making a more favorable connection with the Easton & Amboy line, it became necessary to build four spans upon a curve, and this involved the erection of a branch bridge of two spans, to connect with Central R. R. of New Jersey and Morris & Essex R. R. The branch bridge is well under way, and will be completed during the month of December. The whole structure is a very fine one, of unusually heavy proportions, and so arranged that by the addition of a single truss for four spans, three tracks may be obtained entirely across the river, thus dispensing with the switch on the bridge now necessary at point of connection with the branch. The whole length of the main bridge (double track) is 1,191 feet; the length of branch bridge (single track) is 300 feet. The bridge superstructure was built by Kellogg & Maurice, of Athens, Pa. The whole cost of the improvement up to date, including masonry in two piers and one abutment, is \$175,720.89. The wooden structure will be removed as soon as the branch bridge is completed.

EQUIPMENT.

Our locomotive equipment has been increased during the year by six engines, built at our own shops.

We have increased our stock of cars as follows:—

BUILT AT OUR OWN SHOPS.

Baggage cars	3
Gravel cars	40
Wreck and tool cars.....	6
Four wheeled caboose cars.....	14
Eight-wheeled caboose car.....	7
Tunnel coal cars for Perth Amboy.....	24
Eight wheeled house cars.....	201
Four-wheeled coal cars.....	4,558

PURCHASED.

Passenger cars	10
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Our equipment is now as follows :

	Onlast Report.	Increase.	Decrease.	Nov 30, 1875.
Engines of all classes.....	199	6	.....	205
Passenger cars.....	49	10	.....	59
Directors' car and pay car.....	2	.....	.....	2
Baggage and express cars.....	29	3	.....	32
Gravel cars	126	40	.....	166
Four-wheeled house cars.....	1	.....	1	.....
Eight-wheeled house cars.....	459	201	.....	660
Stock cars.....	12	.....	.....	12
Wreck and tool cars.....	14	6	.....	20
Four-wheeled platform cars.....	9	.....	.....	9
Six wheeled platform cars.....	100	.....	.....	100
Eight wheeled platform cars	411	.....	.....	411
Four wheeled caboose cars.....	6	14	.....	20
Six-wheeled caboose cars	4	.....	2	2
Eight wheeled caboose cars.....	20	7	.....	27
Lime cars.....	44	.....	.....	44
Gondola cars.....	264	.....	.....	264
Tunnel coal cars .....	.....	24	.....	24
Coal cars, rated as four-wheeled.....	17,497	4,558	.....	22,055

Nothing has been done toward the improvement near Rockport spoken of in last report.

The work on Easton & Amboy R. R. was so far completed as to permit the passage of a coal train from Phillipsburg to Perth Amboy, May 28th, consisting of 125 loaded cars, which was hauled by one locomotive, with assisting engine to the tunnel, from Phillipsburg to Perth Amboy, 60 miles, in 6½ hours.

An excursion train, consisting of railroad officials, coal operators, representatives of iron-works and of the press, passed over the line June 22d, and on the 28th of the same month the road was formally opened for traffic and travel, being operated as the "New Jersey Division" of Lehigh Valley R. R.

At this date the condition of the work is as follows :

Grading all done for double track, except embankment over Musconetcong Creek, cut at Flagtown, which will be completed during December, and the sloping of cuts between West End and Landsdown, and between Metuchen and Perth Amboy.

With these exceptions the road-bed is well sloped and of good width.

TRACK.

The double-track is completed with the following exceptions : About one-half mile at Musconetcong embankment, one-fourth mile near Landsdown, three-fourths mile at Flagtown and about one mile in Perth Amboy.

Sidings have been laid at various points along the line between Phillipsburg and Metuchen, aggregating 4.43 miles. At Metuchen a connection has been made with the New York Division of Penna. R. R., 0.55 mile in length, and 1.62 miles of sidings put in to accommodate the interchange of business with that road. From Metuchen to mile-post No. 2, 0.37 mile of side-track is laid, immediately below which point a large yard is partially graded and 3.47 miles of side-tracks laid to accommodate loaded trains arriving. Connected with the docks and wharves there are 12.53 miles of track laid, and beyond the docks 3.65 miles as stand-room for empty cars and for the general business connected with the terminus of road.

Of the $117\frac{1}{2}$ miles (rated as single track) laid in main line at this date, $60\frac{1}{2}$ miles are of steel and 57 miles of iron rail, weighing 66 lbs. per yard. The $2\frac{1}{2}$ miles necessary to complete the double track will be of steel. The sidings are laid chiefly with 50 lb. iron rail; the docks and wharves at Perth Amboy with 40 lb. iron rail.

The whole amount of track laid is as follows :

Main track, $57\frac{1}{2}$ miles double.....	115 miles.
" " $2\frac{1}{2}$ " single.....	$2\frac{1}{2}$ "
	<hr/>
	$117\frac{1}{2}$ "
Sidings at line points.....	7 miles.
Stand tracks for loaded and empty cars at Perth	
Amboy and tracks for terminal use.....	7 "
Dock and wharf tracks.....	$12\frac{1}{2}$ "
	<hr/>
	$26\frac{1}{2}$ "
Total of all kinds.....	<hr/>
	144 "

About one-fourth of the main track is ballasted with furnace-slag and the balance generally with gravel.

WATER TANKS.

A large tank on stone foundation is about finished at Perth Amboy. Water is supplied from a well by a steam pump. A tank at Metuchen on trestle foundation is supplied from stream by a steam pump. Tanks of the same character at Bound Brook, Neshanic, and Flax Mill, are supplied by pumps driven by the mills at those points. Tanks at Landsdown and Pattenburg on stone foundations and one at Bloomsburg on trestle foundation, all supplied by living streams. Stand-pipes have been erected at each of these points to supply water to both tracks.

DEPOTS.

A passenger depot is being built at New Market. Freight and passenger depots combined have been built at Bound Brook, Neshanic, and Landsdown, and a passenger house nearly completed at Pattenburg.

Trestling for dumping coal has been built at West End, Pattenburg, Neshanic, Bound Brook, and Metuchen.

Suitable tool houses for the trackmen have been built on eleven of the fifteen sections into which the track has been divided.

At Perth Amboy, two piers with trestle and schutes and all the necessary fixtures for shipping and stocking coal have been completed, and a third is well under way. A pier for receiving and discharging iron and other commodities is nearly finished, and timber for another ordered. A brick engine-house (a semi-circle of 300 feet diameter), for housing 20 locomotives, also a car shop 55 x 150 feet, a boiler house and store house, all of brick, are nearly finished; a wrought-iron turn-table has been built in connection with the engine-house; a convenient coaling station, for supplying the locomotives with fuel, is under way. A large frame boarding house, 50 x 36 feet (with

wing 18 x 31 feet), for the accommodation of our employees, will be completed early in January, and a frame office, 33 x 33 feet, for shipping agent, dispatcher, and telegraph operator, has been built. A substantial telegraph line has been completed.

Up to date there has been expended for

Construction, bridging, and track.....	\$6,653,407 19
Right of way.....	979,404 87
Perth Amboy real estate and coal wharves.....	813,643 12
Real estate, taxes, and sundry other items.....	53,412 16
Total.. ..	<hr/> \$8,499,867 34

Upon the opening of the road for business, Mr. H. E. Packer was appointed Division Superintendent, all the duties of which office he has performed satisfactorily.

Arrangements were effected with the Pennsylvania R. R. Co., by which our passenger and miscellaneous freight trains run directly into Jersey City.

Up to date there were shipped to New Jersey Division 397,371 tons of coal, of which 348,992 tons went to Amboy for shipment, the balance to points on our road and on New York Division of Pennsylvania Railroad.

Very Respectfully,

ROBT. H. SAYRE,
Superintendent and Engineer.



REPORT

OF THE

Pennsylvania and New York Canal

AND

RAILROAD COMPANY.

OFFICERS AND DIRECTORS
OF THE
PENNSYLVANIA & NEW YORK CANAL & R.R. CO.

PRESIDENT,

ROBERT H. SAYRE.

TREASURER,

CHARLES HARTSHORNE.

GEN'L SUPERINTENDENT,

ROBERT A. PACKER.

AUDITOR,

JOHN B. GARRETT.

DIRECTORS,

ASA PACKER,
WILLIAM W. LONGSTRETH,
CHARLES HARTSHORNE,
ROBERT A. PACKER,
VICTOR E. PIOLLET,
GARRETT B. LINDERMAN,

J. HENRY SWOYER,
JOHN J. TAYLOR,
ROBERT LOCKHART,
JOHN W. HOLLENBACK,
WILLIAM H. SAYRE,
ELISHA P. WILBUR.

REPORT.

TO THE STOCKHOLDERS OF THE PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

The managers submit the following report:—

The earnings and expenses, for the year ending November 30th, have been as follows:

FROM	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
Transportation of Coal.....	\$927,673 88	\$557,358 93	\$370,314 95
Transportation of Freight.....	374,343 59	271,441 57	102,902 02
Transportation of Pas- sengers, Express and Mail.....	161,577 25	110,709 74	50,867 51
Miscellaneous.....	16,674 95	.....	16,674 95
Pennsylvania and New York Canal.....	771 20	2,652 58	Loss, 1,881 38
Total.....	\$1,481,040 87	\$912,162 82	\$538,878 05
1874.....	1,486,483 33	1,016,943 47	469,539 86
Increase.....	.....	.....	69,338 19
Decrease.....	\$5,442 46	\$74,780 65	.....

There has been paid during the year for interest on bonds \$210,000, and for taxes \$24,223.34, leaving \$304,649.71, out of which it is proposed to declare a dividend of \$300,000, being 10 per cent. on the preferred stock outstanding in 1873.

Notwithstanding the continued great prostration of the trade and business of the country, and the interruption to our coal traffic by reason of strikes among the miners, it is gratifying to be able to report an increase in coal tonnage of 66,517 tons.

There was a slight falling off in the other branches of our business, but a reduction in operating expenses, and an increase in net earnings of \$69,338.19.

A considerable amount of work has been done on double track, but the season closing before it was completed it will not be brought into use before next year.

Several of our wooden bridges have been replaced by those of stone and iron, for details of which, and other matters of interest, see Superintendent's Report accompanying this. All our wooden bridges were built originally for single track. They should be replaced by double track structures of less perishable material as rapidly as the resources of the Company will permit.

Negotiations are now in progress with the Erie Railway Company looking to the extension of their third rail from Elmira to Buffalo. The facilities afforded by an unbroken gauge, avoiding vexatious and damaging delays at points of connection, and the transfer charges on coal and miscellaneous freight, will tend to increase the volume of business and add to the income of both companies.

The Erie Railway has been, and still is, the outlet for a considerable part of our anthracite tonnage, aggregating in the past year 230,425 tons. The amount has been reduced annually, however, since the opening of the Southern Central and the Geneva, Ithaca and Athens Railroads. Should our negotiations for third rail terminate favorably we shall want a large increase of motive power and cars.

On the twenty-sixth day of January, 1875, our Company leased for the term of 999 years, from January 1, 1875, the Waverly and State Line Railroad. The property consisted of 0.25 miles of main track, connecting our road with the Erie Railway at Waverly, with all the lands upon which the road is constructed, or which are connected with its use, and claimed and used as part thereof; and all the property, fixtures, and erections thereon, with all the rights, powers, privileges, &c.

By order of the Board, .

ROBERT H. SAYRE,

President.

BETHLEHEM, PA., *November 30, 1875.*

REPORT

OF THE

Pennsylvania and New York Canal and Railroad Co.

OFFICE OF THE GENERAL SUPERINTENDENT,

TOWANDA, PA., *Nov. 30, 1875.*

ROBERT H. SAYRE, ESQ., PRESIDENT,

SIR:—The following report for year ending November 30th, 1875, is respectfully submitted.

The prolonged strike in the coal regions seriously affected the volume of our tonnage for the first six months of the current year; the lowest point having been reached June 12th, at which date the decrease, as compared with the corresponding portion of the previous year, was $99,639\frac{1}{10}$ tons. This falling off has been compensated for by the very active business of the last half year, and an examination of the figures given below will show an increase amounting to $66,516\frac{1}{2}\frac{3}{4}$ tons for the year just closed.

A further increase of this business may be confidently expected during the coming year, and will necessitate a considerable expenditure for additional motive power and cars, and enlarged facilities for its prompt and economical movement.

The total coal tonnage for the year was 1,083,264⁴/₂₆ tons, and compares with the previous year as follows :

	1874.		1875.		Increase.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Anthracite.....	714,030.09		748,073.04		34,042.15	
Bituminous.....	302,717.02		335,191.00		32,473.18	
Total.....	1,016,747.11		1,083,264.04		66,516.13	

The anthracite tonnage was derived from the following sources :

REGIONS.	1874.		1875.		Increase.		Decrease.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Wyoming.....	675,838.16		727,885.05		52,046.09			
Hazleton.....	4,478.17		7,067.05		2,588.08			
Beaver Meadow.....	211.19		121.14				90.05	
Mahanoy.....	9.02						9.02	
Sullivan.....	33,491.15		12,999.00				20,492.15	
Totals.....	714,030.09		748,073.04		34,042.15			

And was distributed as follows :

TO	1874.		1875.		Increase.		Decrease.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
On Line of Road.....	23,183.07		25,442.11		2,259.04			
Montrose Railway.....	3,612.15		3,966.14		353.19			
Southern Central R. R.....	172,898.06		189,948.05		17,049.19			
Geneva, Ithaca, & Ath. R. R.	216,261.05		223,410.06		7,149.01			
Lack'a and Bloomsburg R. R.	393.02						393.02	
Lehigh Valley R. R.....	24.15		44,205.01		44,180.06			
Erie Railway.....	214,096.12		153,158.18				60,937.14	
Watkins.....	23,300.18		43,357.17		20,056.19			
Elmira.....	33,295.08		33,907.17		612.09			
Use of Company.....	26,964.01		30,675.15		3,711.14			
Totals.....	714,030.09		748,073.04		34,042.15			

The sources and distribution of the bituminous coal tonnage were as follows :

SOURCES.	1874.	1875.	Increase.	Decrease.
	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
<i>Barclay Region.</i>				
Towanda Coal Co.....	194,376.11	174,916.11	.....	19,460.00
Fall Creek Coal Co.....	16,725.01	16,161.03	.....	563.15
Schraeder Coal Co.....	91,156.14	143,422.07	52,265.13	.....
<i>Northern Central R. R.</i>				
Gas coal.....	458.16	690.16	232.06	.....
Totals.....	302,717.02	335,191.00	32,473.18	.....

DISTRIBUTION.	1874.	1875.	Increase.	Decrease.
	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
On line of road.....	2,493 01	2,512.02	19.01	.....
To Southern Central R. R....	54 234.19	101,345.13	47,110.14	.....
To Gen. & Ith. & Ath. R. R..	40,866.17	51,566.19	10,700 02	.....
To Lehigh Valley R. R.....	4,824.06	6,489.19	1,665.13	.....
To Erie Railway.....	199,862.05	171,876.09	.....	27,985.16
Use of Company.....	435.14	1,399.18	964.04	.....
Totals.....	302,717.02	335,191.00	32,473.18	.....

ANTHRACITE AND BITUMINOUS COAL.

The following statement includes both anthracite and bituminous coal, and gives the distribution of the combined tonnage.

DISTRIBUTION.	1874.	1875.	Increase.	Decrease.
	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
On line of road.....	25,676.08	27,954.13	2,278.05	.....
To Montrose Railway.....	3,612.15	3,966.14	353 19	.....
To Southern Central R. R....	227,133.05	291,293.18	64,160.13	.....
To Gen., Ith., and Ath. R. R..	257,128.02	274,977.05	17,849.03	.....
To Lack. and Bloom. R. R....	393 02	.....	.....	393.02
To Lehigh Valley R. R.....	4,849.01	50,695.00	45,845.19	.....
To Erie Railway.....	413,958.17	325,035.07	.....	88,923.10
To Watkins.....	23,300.18	43,357.17	20,056.19	.....
To Elmira.....	33,295.08	33,907 17	612.09	.....
To use of Company.....	27,399.15	32,075.13	4,675.18	.....
Totals.....	1,016,747.11	1,083,264.04	66,516.13	.....

The completion of a third rail to Buffalo would doubtless restore a large tonnage to the Erie Railway at Waverly, and increase the tonnage of our own road. The amount of coal delivered to all our northern connections of same gauge with our own road, is greater than for the previous year.

STATE LINE AND SULLIVAN RAILROAD.

We have continued to perform the transportation service on the State Line and Sullivan Railroad (formerly Sullivan and Erie) furnishing all the train hands, motive power, and rolling stock. The total amount received as compensation for the year was \$13,613 $\frac{12}{100}$, a decrease of \$5,254 $\frac{96}{100}$ from the previous year.

The receipts from this source are scarcely more than sufficient to pay the actual expenses, and the service will be discontinued as soon as the managers of that road can be induced to put on their own equipment.

CANAL.

Our receipts from Canal for the year were \$771.20, a decrease of \$106.95 from the previous year. The coal tonnage, most of which was moved less than one mile in the city of Wilkesbarre, was 26,899 tons, and other freight moved amounted to about 8,000 tons. No business was done on Canal above Wilkesbarre.

EQUIPMENT.

No additions have been made to the number of locomotives. Those now owned are insufficient for the business of the road, and their number should be increased before the active business of another season commences.

We have built 59 six-ton coal cars, and purchased 10 others of same pattern to replace old cars condemned and torn up, and have built two four-wheeled caboose cars. We now have the following: 39 locomotives, 1 passenger car, 57 eight-wheel platform cars, 200 eight-wheel gondola cars, 70 eight-wheel

stock cars, 231 eight-wheel house cars, 800 four-wheel coal cars, 4 eight-wheel caboose cars, 18 four-wheel caboose cars, 31 four-wheel gravel cars, and 2 derrick or wrecking cars, and a supply of hand cars, trucks, &c., for repairs of track.

TRACK BRIDGES AND BUILDINGS.

The total length of track now laid and in use is $186\frac{75}{100}$ miles, an increase from last year of $1\frac{77}{100}$ miles.

The total mileage of track is made up of the following items :

	Miles.
Main Line, Wilkesbarre to State Line, - -	104.30
Second track in use as such, - -	20.78
Sidings and second track used as sidings, - -	37.63
Waverly and State Line Railroad and sidings, -	3.37
Connection with G. I. & A. R. R. and sidings, -	2.66
Connection with Southern Central Railroad and sidings, -	2.30
Sidings at Waverly, - - - -	.39
Sidings at Elmira, - - - -	1.28
Towanda Branch and sidings, - - - -	2.78
Pleasant Valley Branch and sidings, - - - -	6.18
Sidings at West Pittston, - - - -	.91
Plainsville Branch, - - - -	.50
Mill Creek Branch, - - - -	2.61
Mineral Spring Branch, - - - -	1.06
Total, - - - -	<u>186.75</u>

Work on second track between Falls and Coxtan was begun late in the summer, and at the date of this report, $6\frac{1}{2}$ miles of new track have been completed. This track is now in use, but has not been included in the above statement, as the corresponding portions of the old or first track have been abandoned. The latter will be relaid on the improved location, fast as the grading can be prepared. Part of the grading on the remaining $4\frac{1}{2}$ miles between the points named has been finished, and the work will be continued as late as the weather will permit.

The location of main track at Vosburg has been improved ; the sidings at Wyalusing and Vosburg, on line of second track, have been lengthened, and new sidings have been laid in Towanda Yard, and at other points.

A small amount of grading for second track has been done at other points, and work will be continued during the winter in some of the narrows where rock is to be used for filling.

We have used, during the year, in laying new track, 2,910 iron rails, 25,012 cross-ties, 13 sets switch-irons and frogs, and corresponding quantities of spikes, bolts, and splice plates. In repairing track we have used 11,429 new iron rails, 1,823 old iron rails repaired and relaid, and 62,081 cross-ties. Nearly all the ties used in main track have been oak and chestnut, very few hemlock ties having been laid, except in sidings.

A new double track iron bridge, 220 feet in length, has been erected at Sugar Creek, and was finished in August last. The double track between Towanda and Waverly was finished soon after, and has been in use since September 25th. Some improvements are yet to be made in location of tracks near Milan, but the work will be neither difficult nor expensive.

All the bridges on Main Line, between Towanda and Waverly, are now of iron with double track. These are of various lengths, and ten in number, having a total length of 952 feet of double track.

The bridges over Wysox and Wyalusing Creeks and Lackawanna River, have been repaired and furnished with iron bottom chords.

A double track iron bridge 24 feet in length has been erected over Keeler's Creek, and a single track bridge of same span at Vosburg Creek.

The lower outlet of Gardner's Creek, near Ransom, has been filled up, and the bridge heretofore in use dispensed with.

Two arches have been built over small streams below Ransom, of 21 and 29 feet span, and of sufficient length to receive two tracks, replacing wooden bridges of same respective lengths.

Several other bridges will need to be renewed during the coming year, some of which can be replaced to advantage with stone arches.

A new water station has been erected near state line on the Ithaca Branch, and is supplied with water by a steam pump.

A new water tank has also been built at Ulster. Three inch iron pipes have been laid to replace wooden pipes at Lacyville and Vosburg tanks, about 2,500 feet being required at each place.

The passenger depot at Sayre was destroyed by fire March 13, 1875, and has not been replaced except by a temporary shelter.

The importance of Sayre as the place from which our northern and western connections diverge, and its position as a natural point of division between our present line and any further extensions which may be effected, combine to make it a desirable location for the offices of the Road, and steps are being taken for the removal to that place on completion of the necessary buildings. In view of these changes, we have during the past season graded grounds for additional sidings, shops, and other buildings. The material thus removed has been used in filling the trestles on Southern Central Branch, strengthening banks, and grading at other points as required.

The heavy ice which covered the streams at the close of last winter, broke up in that portion of the Susquehanna along which our road is located, on March 16th, and moving out on a low stage of water, packed together and formed immense dams at several places on the river, overflowing the surrounding country, or moving in great masses carried before it bridges, buildings, and other improvements. One of these dams or gorges extending from Wilkesbarre to Ransom, about 15 miles in length, and from 30 to fifty feet in depth of solid ice, covered our tracks with water and ice in some places to the depth of 12 feet. Traffic on this part of the road was suspended from the 16th to the 22d of March, during which time a large force was employed day and night removing the masses of ice and repairing damages. Beyond the loss of business and the cost

of removing obstructions, we were fortunate in escaping any very serious damage to our improvements. The unusual character of this ice freshet and the destruction which attended its movements, are deemed worthy of mention in this place.

No serious differences have occurred to mar the harmony of our relations with connecting roads.

Our business has been conducted with a good degree of safety and regularity, and I take pleasure in acknowledging the fidelity and skill with which all the employees have contributed to this result.

Yours, truly,

R. A. PACKER,

General Superintendent.



